

The Sydney Morning Herald.

SYDNEY, TUESDAY, JUNE 22, 1909.

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SUMMARY.

The Russian admiral commanding the escorting squadron says the Woodsburn, regarding which he was steering direct for the Czar's port.

The pilot on the Woodsburn explains that he was unable to turn the ship owing to the weight of the iron ballast. He will lay out cables for the same for you. We'll lay out cables on the way.

"Bring down my mastodon (ah, Mr. Fog) and travelling cloak, and some stout shoes," "Mr. Phillips Fog" to Passpartout (this valet).

The President of the Dunes says no importance is attached in Russia to the Labour party's protest against the Czar's visit to England.

The merchantman Sappho, which collided with the cruiser Gaspo in the Channel, was not injured by the accident.

Frontal closing of the collision doors and the crew's coolness enabled the cruiser to be headed off.

The Turkish Minister for Foreign Affairs says his government has notified the Powers of its determination to defend Ottoman rights in Crete.

Patrick Colahan, president of the United Railways of San Francisco, has been tried on a charge of being city supervisor.

Two thousand telegrams have been sent concerning the shooting. The jury disagreed.

Lord Llewelyn and Sir Ernest Cassel have ordered 75 grammes of radium from the Cornwall Radium Company.

The radium, for which they are to pay £100,000, is for the Royal Radium Institute.

Ten people were killed and 20 injured in an electric tram collision in Chesteron, Indiana.

General Booth is trying to purchase a large tract in Alberta, Canada, on which to settle Salvation Army immigrants.

It is claimed that this, if carried into effect, would be the largest colonization scheme ever.

Mario Hand has quarreled with two power-wielders, who put him on the throne. His position is weakening.

The greatest majority of delegates at the International Congress of Women at Toronto favours suffrage.

Mr. McKeown says that some delay is expected in the completion of the battleships H. M. Vincent and Collingwood.

The King will review the Fleet at Cowes on July 21.

He has expressed a wish that members of both Houses of Parliament should witness the review.

Judge Heydon has recommended the men managing by the employers as representatives of the employees on the Gasworks Wages Commission.

He has done this with the reservation that he might put others in their place should circumstances warrant the change.

The total number of voters on the Federal electoral rolls throughout Australia is 3,000,000.

There are 2,000 fewer names now than in 1901, the explanation being that there were many duplications in the old rolls.

The Government has appointed Senator Gataway white in the Senate, and Mr. Hume took whip in the House of Representatives.

W. J. Jones, a tall, well-known resident on the Blue Mountains, died last Wednesday morning.

The officers inquiring into the Abbottsford bus accident found that it was due to the Abbottsford driver not having his car under proper control.

Surgeon-General 40,000 worth of jewellery and gold from the premises of F. R. Albrecht-Schreiter, Elizabeth-street, Melbourne.

Mr. C. E. Norman, Chief Engineer of Ways and Works in the Victorian railways, has been appointed third Victorian Railway Commissioner.

A young man, Jack Edwards, was yesterday fined \$50, or in default 14 days' imprisonment, for not paying a tram fare.

An arrangement has been completed whereby the Chinese gumbies will undertake silver smelting for Australia.

The new coins, which will be distinctively Australian, will be in circulation next year.

A police raid at North Botany on Sunday night resulted in the arrest of 11 Chinese gamblers.

The Post Office Commission has concluded the inquiry into the evidence in New South Wales for the time being.

One witness yesterday expressed apprehension as to the treatment he would receive in the department for the rest of his life.

Small Sinaloa, a year-old, sentenced to six years in prison and Hebrew a similar to three years' imprisonment in connection with the death of Lucy Smith.

After this midday service in the Town Hall the services of the women respectively resumed till the afternoon meeting.

The batch mail steamer Van Spilbergens, from Batavia, bound for Sydney, is ashore on Sydney Island, Tenter Street.

The A.C.N.M. Mailina, on her maiden voyage, made a safe arrival at Sydney on Friday evening.

The Premier will deliver the third of his professional speeches to-night in the Leichhardt Town Hall.

Eighteen tons of opium were yesterday despatched by post from the refrigerating machine on the Alaboneham.

The French mail service, which was suspended owing to the Marceles strike, will be resumed on the 30th inst.

His tenders were opened yesterday for the extension of the North Coast railway, 30 ft. C. & G. C. Limited (£27,000) was the lowest.

The jury found O'Sullivan not guilty in connection with the Richmond (Vic.) tragedy.

While grazing in a paddock adjoining some farms in the Richmond district, he ate a certain species of arachnid poison.

The fourth conference of the Co-operative Dairy Factory Managers and Secretaries' Association was opened yesterday.

The French mail service, which was suspended owing to the Marceles strike, will be resumed on the 30th inst.

The majority of the northern colony lodges are opposed in the withdrawal of all claims save the Special Court.

The Malay smuggler who was captured, eastward with opium in his possession, was given \$100 or three months.

During the eleven months ended May 31, Sydney exported 14,185,766 lbs. of butter to England.

The amount paid in respect of probates and letters of administration last week totalled \$11,111 lbs. id.

In the case Camping and wife v. Chief Commissioner Railways and Tramways, claim was awarded £120 and £50 damage respectively.

The sum was an unusual amount of activity for Sydney at the Stock Exchange yesterday.

The buying movement was associated with the advertising offers for copper, silver, and tin, which were suspended.

Present: The rain is extending from the eastern districts to the highlands, more particularly in the southern half of the State. South-westerly winds.

TO FARMERS, IF YOU TRAVEL.

WE'LL HAVE NO TRUNKS,
ONLY A CARPET BAG.

With two shirts and three pairs of stockings for the same for you. We'll lay out clothes on the way.

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Farmers—Don't travel light.

We have tried both, and know.

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ON THE LAND.

FARM AND STATION.

STOCK TRANSIT.

While the British Science Guild was in referring the report of its committee upon the loss of stock during transit by road and rail back for further information, no harm will be done by public attention to this matter. The report was certainly rather drastic and cannot be generally accepted as applying to the handling of our live stock, particularly in the case of the recommendations that is worthy of notice. To assume that because we have made good progress during the past there is no room for improvement is just as foolish as to attempt to paint our stock trade conditions as being behind that of all other countries. Two aspects of the cattle which are to some extent independent one of the other appear to have come in for general consideration, that of travelling stock, and the quality of our frozen meat exports. It would be better if the two matters were considered separately, and there is room for improvement in both instances.

The Science Guild is in very good company in protesting against the way our stock is handled on the railways. This has been a matter of concern to pastoralists and stock-owners for years, and we shall be rather surprised if the report of the committee comes up for consideration in some of the different meetings of country interests that are regularly held in Sydney about this period or a little later. It has always been a matter for discussion in the past, and the railway authorities have been continually urged to provide better conditions. As a result there has been some improvement, but we are a long way from the most economical methods of handling stock and getting them from one place to another with minimum loss. It is surprising, considering the number of the different travelling companies with drivers, that the really shows what can be done with it in the way of settlement. This area embraces the arterial water supply, the limitations of which have not yet been decided, and which has proved to be the bane of the pastoral industry.

It is the most prosperous and the outlook was the brightest at present. While there are many big pastoral properties, there are, I think, there are those of more modest areas, and to these a good deal of the progress made has been due to the larger number of people.

The need for a system of roads with rail-

ways becomes more and more apparent each season. From Coonamble to Walgett the ravages of flies in sheep during the last few years have added considerably to the pastoral difficulties of the breeders. Their prevalence has to be controlled, and this can only be done by the introduction of the cattle, and the standard of the buster produced in many districts.

There is no surprise, however, con-

cerning the question of cruelty, and the condition of the meat when killed, there is a direct and constant loss to owners through deaths and waste of condition, which, in the course of a year, amounts to a considerable figure, and if the equipment of the men practically concerned sufficiently to secure some amelioration it will have done much to help all concerned.

As regards the export trade, that is to say, a mistake to hold that the unsatisfactory condition of some of our meat when it arrives on the London market is due to the conditions surrounding travelling stock. We have al-

ready pointed out that more stringent super-

sition will be necessary if we are to main-

tain an improving frozen meat export trade. It is a matter, however, that will require handling with great care, and to secure a satisfactory result the co-operation and ex-

perimentation of medical men, necessary to

there are many factors in the trade that have to be considered, and respect must be paid to the men that have built up a great trade purely by private effort. Yet there are indica-

tions that conditions surrounding the trade, consequent upon increased settlement and in-

creased attention being given to cross-breed-

ings, are changing, and that the subject will have to be handled boldly. There is every probability that the situation will improve, and

class trade must be established in the inter-

ests of breeders, although it does not necessarily follow that the present trade should be lost. In this connection it is interesting to note that the federal convention of par-

liamentary bodies held last week considered this question of supervision, and was of the opinion that Government inspection should be as strict as possible, so that the meat would not be damaged that would tend to damage the reputation of Australian frozen meat in the markets of the world. There can be no two opinions that this course would be in the interests of stockowners, and furthermore, is absolutely necessary, judging from the attitude of the insurance companies.

IRRIGATION.

It is satisfactory to learn that the Minister for Agriculture is in hopes of securing the services of a competent irrigation expert, as the result of Mr. Board's inquiries in America. Now, that we have undertaken heavy expenditure in the establishment of irrigation schemes it is apparent that the best knowledge will be essential to avoid failure and loss. Irrigation, while capable of great benefit and profit, is also a very costly scheme of engineering works unless properly directed. Works of this kind are furnished by the experience of Victoria, where £2,450,000 has been spent upon irrigation works, the interest amounting to £94,000 yearly. The cost of maintenance and working brings the annual outlay up to £146,000, while the receipts from rates and rents only average about £33,000 per annum. To voice this very unsatisfactory position a new policy is being adopted, the result of the appointment of Mr. Edward Mead, the irrigation engineer. There is every reason to believe that matters will not only retrieve themselves, but that irrigation will be the means of tremendous expansion in the southern State within the next few years. The experience there, however, teaches us what to avoid, and proves the necessity of practical and expert management.

The trials in Victoria have been too wide a distribution, and the results have been too much of the water being lost in channels running through unwatered paddocks, and too large holdings. Experience there has shown that compact areas and closer settlement of such areas are essential if irrigation is to be successful. The Government therefore intends to create holdings from 30 to 200 acres in irrigation districts, the average not to exceed 50 acres. The Minister for Agriculture has announced his intention to let the new policy, and that where owners of holdings are unwilling to subdivide, or sell to the State, such land at reasonable prices, power will be taken to purchase such lands. The drastic policy outlined is probably largely due to the influence of Mr. Mead, who, it is well known, is strongly in favour of small areas, intense culture, and heavy settlement. Undoubtedly such are the essentials in irrigation, but can be obtained by a system of areas and settlements, intimately associated with local facilities, access to market and environmental generally. It is evident that no time should be lost in this State in appointing an expert, particularly if he is to be imported, in order that he may have an opportunity to add to his expert knowledge the equally necessary understanding of local conditions.

ITEMS.

As a result of tests at the Cowra Experimental Farm, rape for sheep is gaining popularity in the district.

Mr. Pearce, M.L.C., a South Australian authority, considers that, in country where rain can be depended on sheep will do a crop good, but that they eat it down too much for dry country, and it does not fully recover.

The reconstitution of Victorian vineyards started in April next month, when the plantings out of American vines will be generally throughout the Rutherglen and Wagga districts. A consignment of 180,000 grafts of phylloxera-resistant stock has just been landed in good order in Melbourne from the south of France.

The experiments made in Victoria to test the keeping qualities of grapes in cold storage have not elicited results satisfactory. Three months ago several cases were packed in ice and sent out, and after 120 degrees temperature maintained. Some of the varieties retained their flavour, but the fruit generally was mouldy. Further tests are to be made.

Speaking on dry farming in South Australia, Mr. Pearce, M.L.C., said: "I need 2000 of South Australian superphosphate to the acre, and over 2000, it is a manure which contains from 20 to 25 per cent. of soluble phosphate, and I or I might say we, from what my neighbours tell me, have not yet found that there is any great advantage in us-

ing more than that. We have got just as good results from 2000 as we get from 2500." He went on to say that the soil got as good a return from the South Australian phosphate as from the imported, which contains from 30 to 40 per cent. soluble phosphate. Besides, the South Australian phosphate is a good deal cheaper than the imported."

OUT ON THE CASTLEREAGH.

LIGHT RAILWAYS WANTED.

ARTESIAN WATER AND CULTIVATION.

SOME LARGE PROPERTIES.

(BY OUR SPECIAL REPORTER.)

The north-western district of New South Wales covers an extensive area of country, and its vastness can hardly be appreciated until one has travelled across it, and realised the distances that have to be conquered. While we have the railway stretching out to Bourke and Brewarrina on the one side, and to Walgett, Moree, and Collarenebri on the other, there is only a small line of some 95 miles in length which traverses the country between Dubbo and Coonamble, that really shows what can be done with the railway. Two aspects of the latter which are to some extent independent one of the other appear to have come in for general consideration, that of travelling stock, and the quality of our frozen meat exports. It would be better if the two matters were considered separately, and there is room for improvement in both instances.

The Science Guild is in very good company in protesting against the way our stock is handled on the railways. This has been a matter of concern to pastoralists and stock-owners for years, and we shall be rather surprised if the report of the committee comes up for consideration in some of the different meetings of country interests that are regularly held in Sydney about this period or a little later. It has always been a matter for discussion in the past, and the railway authorities have been continually urged to provide better conditions. As a result there has been some improvement, but we are a long way from the most economical methods of handling stock and getting them from one place to another with minimum loss. It would be better if the two matters were considered separately, and there is room for improvement in both instances.

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A deficiency in the resiliency of the Crystaline within the Eye.

SYMPTOMS—

Inability to read or see for long periods of time, of the day. Necessity for a better light than in the past. Occasional blurring of type. Holding objects well off to see clearly. Etc.

PERIOD—

This condition develops usually between 40 and 50 years of age.

TREATMENT—

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OUR Examinations are THOROUGH. OUR Glasses are CORRECT. OUR Clients are attended to by the PRINCIPALS—not Agents.

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THE OVERCOAT
THAT IS RIGHT
EVERY WAY!

Some Overcoats are right in the fabric and wrong in the stitching. Others are right in the make and wrong in the character of material used.

The General's New Overcoat made to order by us from the finest Scotch Tammie Overcoats is right every way. Were you last to this 60/- Coat of ours inside out you'd find the linings and the inner stitching and building as good as any other part.

Of choice Scotch Tweed, velvet collar, vent at back, and perfectly moulded shoulders, 60/- to order.

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THE BIG TAILORING BUSINESS
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120 KING-STREET (ONLY).HARNESS THE WIND
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THERE IS MONEY IN IT.Write and our Expert will advise the most suitable
for your requirements, and quote for complete outfit.WE SPECIALISE IN THE MANUFACTURE OF WIND
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OUTFITTERS FOR MEN FROM HEAD TO FOOT."

MURDOCH'S BARGAIN SUIT OFFER.

One effect of the magnificent value we are put
into our Annual Suit Offer this year is that we are
overwhelmed with orders for patterns—be one of the
"early birds" in at the offer.MURDOCH'S 50 SUITS TO
ORDER FOR 30/-.It's a good thing, but like most good things
you know by experience or have heard of the short-
comings of the general public in this country, and
for a winter suit you can buy their value anywhere
in Australia than our Annual Suit offer gives you.Our expert tailors will be pleased to give you
exclusive tailoring can offer you. The cutting and tailoring
are perfect—and today these facts come out
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IF YOU'RE WANTING AN OVERCOAT,
We'll give you a very big value in our
Guinea, Frock, or Cashmere. We also supply
real pocket, gauntlet or plain cuffs, and
collars, and all kinds of Melton, fitting your
figure and your purse.

EVERY MAN'S SIZE—ONE GUINEA.

MURDOCH'S
IN PARK-ST., LTD.,
SYDNEY.
"WHERE THE GOOD HATS ARE."

FULL VALUE IN WARM WINTER SLIPPERS.

The companies that felt and cloth slippers make stretch, break away at the stitching.

We have chosen with care, and have stocked largely, in order to keep the price down
to a moderate range. Here are two styles—a lady's and a gentleman's.

STATE SIZE WHEN PURCHASING. WE PAY THE POSTAGE.

A vast array of patterns in actual colours shown in our NEW SLIPPER CIRCULAR. Let us send you a copy.

JOHN HUNTER & SON, LTD.,
LARGEST FOOTWEAR HOUSE IN THE COMMONWEALTH."

MAIL ORDER DEPT., THE CITY BOOTH PALACE, CORNER GEORGE AND MARKET STREETS, SYDNEY.

OVER TO BRANCHES.

STYLE AND STRENGTH CHARACTERISE
LOWE'S READY-TO-WEAR SUITS AT 38/6.

We know well that men are prejudiced against ready-to-wear Suits. They have never been able to get over the idea that they are not "made to measure." But the "Lowe" style of ready-to-wear clothing is quite different in the quality of the material, and the fit.

As a matter of fact, one 38/6 Suit for Men is equally good as one 38/6 Tailored Suit. Why don't you try one? When arrived in our store you have the pleasant feeling of being well dressed.

You know now that your suit is perfectly finished, and expertly made, and has the qualities you expect.

Now, don't judge our suits by your prejudice, but come in and see them.

They are cut from the very latest materials—the green, brown, and grey, of popular design, and also some splendid all-wool Australian Tweeds.

We can supply you with the coat, the vest, the new waist and vest, the leather roll, collars and cuffs, etc.

Specially shank, and shaped especially over the cuff and at the foot. Style and strength are their characteristics. We have put out very fine

material, and the finishing qualities are excellent.

If you need a good Overcoat, we can recommend our splendid value at a guinea, or one of the better grades at 23/- up to 38/-.

W. LOWE & CO.,

AUSTRALIAN'S LARGEST MEN'S CLOTHING,

George, opp. Q.V. Markets; Oxford, Hyde Park,

Sydney; and at 42 Whitecross-st, London, E.C.

INDUSTRIAL COURT
PROBLEM.

UNION'S OPPOSITION TO BOARD

REFUSAL TO NOMINATE.

THE DIFFICULTY SETTLED.

(Before Mr. Justice Cohen and a jury of four.)

STANWELL PARK RESUMPTIONS.

Halloran v Minister for Lands.

Stanwell Park Hotel Company v Same.

These actions still stand part heard.

LAW REPORT.

(Before the Acting Chief Justice and a jury of four.)

BANCO COURT.

A TRAM ACCIDENT.

Camping and wife v. Clerk Commissioner for

Camping and Tramways.

Mr. J. L. Campbell and Dr. R. Waddell, instructed by Messrs. R. A. Monroe King and Currie, appeared for the plaintiffs. Mr. G. Broome, Mr. J. S. G. Gilligan (agent to the Railway Commissioners), for the defendant. This was an action brought by Mr. Edward Campbell and Mrs. Mary Gilligan, Clerk Commissioner for Railways and Tramways, to recover compensation for injuries sustained by the female plaintiff, who was a servant in the management of a house. It appeared that on March 27 last Mrs. Gilligan left Clarion Quay in her motor-car, accompanied by her child and her mother, to proceed to her home at Newtown. The tram was descending the slight incline approaching Abercrombie-street, when it lost control, and the driver, losing control of the brake, or for some other reason, the car ran rapidly down the hill, and came to rest, with the front wheel off the road, at the corner of Abercrombie-street. The female plaintiff and her child, who were sitting behind the driver, were thrown from the car, and the child, who had been injured, suffered considerably from nervous shock. It was not, however, until the next day that the plaintiff became permanently disabled. The plaintiffs claimed £200 for the injuries to the wife, and the male plaintiff asked £100 as compensation for loss of services. The defendant admitted that the accident had been caused by negligence, so that the action resolved itself into one of assessment.

Mr. S. J. Cook (secretary of the union): If another ballot was taken there would be a great majority in favour of the plaintiff. Mr. Cook went on to speak of the agreement in force. The company, he said, had drawn up the agreement and signed it himself, stamping it with the seal of the company.

His Honor asked what had been gone into in arriving at the conclusion.

The witness affirmed his willingness to act.

His Honor asked the company to nominate the greater number of men in the industry. They had declined to help him, and the under must take the consequences.

Mr. J. V. Parcell, who appeared for the North Shore Gas Company, suggested that there should be another ballot of the union. His company was desirous of having the matter settled.

Mr. Cook: Supposing you were sent a ballot?

His Honor: Well, I suppose it would be a great majority.

Supposing you were sent to drive a coach, and you had to go to the station, what would you do?

A number of similar questions were asked, when his Honor interposed, saying: "Mr. Cook, you are not a member of the union, and you are not a man going about the world to do it."

Mr. Cook: Supposing you were sent a spiceman?

Mr. Kirk then entered the bar, and was asked by his Honor if he was prepared to advocate his cause.

Witness: Yes; fair and square.

His Honor: You understand that you run risk in doing this?

Mr. Cook: May I ask him a few questions?

His Honor said the questions had better be entrusted to himself.

Witness: I am a tanner.

Mr. Kirk: You don't put up as a skilled labourer, do you?

Witness: No, I am a tanner.

Mr. Kirk: You are not a member of a wages board unless he can prove it.

His Honor: Well, I suppose it would be a good idea to get a ballot of the members of the union.

Mr. Kirk: I want to show that he is a foreman.

Mr. Kirk then entered the bar, and was asked by his Honor if he was prepared to advocate his cause.

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BIRTHS.

BIRTH.—June 20, at 10. Andrus, Peterham, Emily (one grandchild), wife of Robert Best, of a son.
MACKINNON.—June 19, 1908, at Dundreggan, Lismore, to Mr. and Mrs. N. J. Mackinon (of Mullumbimby)—a daughter.
MOODIE.—June 10, at Moree, to Mr. and Mrs. W. C. Moodie, a son.
WILKINSON.—May 9, 1908, at Cheong, Foo-chow City, South China, the wife of Dr. George Wilkinson, of a son.
BARKIS.—June 8, 1908, at Campsie, Ashford, the wife of C. F. Yate, West Maitland—a son.

MARRIAGES.

WATSON—McALPINE.—At 10. At Mullumbimby, by Rev. Richard Gill, M.A., Dr. W. Watson, of the late Rev. Alfred Watson, Reg. of London, to Beatrice McAlpine, daughter of D. McAlpine, Esq., of Paddington, Sydney.

GOLDEN WEDDINGS.

MURRAY—MCALLUM.—By special license, at St. Matthew's Church, Devonport, Darling Downs, Queensland, on Wednesday, June 21, 1908, by Rev. James Joseph Murray, of a son, John Murray, of London, to Sarah, McAllum, of Glasgow. Present address: Glen Reek, Glenbrook.

DEATHS.

ELLAN.—June 21, at her residence, Elstow, Chipping-north, Lancashire, Emma King, dearly-beloved wife of William Allan (recently).

HORN.—June 20, 1908, Ernest, infant son of Rupert and Emily Best, aged 10 years.

COWARD.—At Parramatta Hospital, Lidcombe, New South Wales, Charles John Johanna Coward, Queen's Street, Parramatta. R.I.P.

COX.—On June 19, at Clarendon, Tasmania, the much-loved wife of the late James Cox, of Clarence.

FRANCIS.—June 20, 1908, Anna, wife of the late John Francis, aged 75 years. Her request was that she be buried at her residence, St. Paul's Street, Sandwick, Eliza Hickley, aged 75. R.I.P.

MACKAY.—June 21, 1908, at Isabella Street, Palmerston North, New Zealand, of Macleay River and Kempsey, aged 80 years; late of Macleay River and Kempsey.

PARKER.—June 21, 1908, at Sydney Hospital, Dead Cow Lane, Paddington, New South Wales, his wife, Gertie Parker, aged 80 years.

PEPPER.—June 21, 1908, at his residence, Gas Station, Elizabeth Bay, William Pepper, aged 90 years. "He had a voice of Jesus."

ROBERTSON.—June 21, 1908, at 11 Grove-street, Dulwich Hill, Mrs. W. Shaw, aged 61 years.

YOUNG.—June 21, at his residence, Wentworth Falls, Joseph Toll, aged 73 years, of pneumonia. Funeral services will be held at 3 p.m. This Day (Tuesday), at the church of England Cemetery, Wentworth Falls.

IN MEMORIAM.

MARSHALL.—In fond and loving remembrance of our dear father and grandfather, Isaac Abraham, who died at 82 years of age, by his loving daughter and son-in-law, F. H. Karpin, and grandson, Isaac.

MURPHY.—In loving remembrance of my dear husband and son, James Murphy, who died this life on June 20, 1908.

BRADLEY.—In fond and loving memory of Senator, beloved wife of Alfred Edward Bradley, Esq., who died at 82 years of age. In loving memory of her husband and daughters, Ethel, Margaret, and Dorothy. Thought to sight, to memory, Ethel.

BUCHANAN.—In loving memory of our dear daughter and sister, Ada Rose, who departed this life at Moree Hospital, June 21, 1908, aged 20 years, and mother. Inscribed by her beloved friend, Alice Marshall.

I am beside her bed-side.

I am watching over her tender care.

She could not make her stay.

ELLIOTT.—In fond and loving memory of our dear daughter and son-in-law, Fred Conney, Jr., who died at his residence, Hurley Hills Hotel, Reservoir-road, Surry Hills, June 22, 1908, aged 47 years. Sweet home, we will never see you again.

JOSEPH.—In fond and loving memory of our darling husband and father, Peter Conney, who departed this life on June 22, 1908, aged 47 years. Sweet home, we will never see you again.

LEONARD.—In fond and loving memory of our dear wife and only child, Hannah and Kathleen Mary Conney, R.I.P.

COONEY.—In fond and loving memory of our dear brother, Peter Conney, Jr., who died at his residence, Hurley Hills Hotel, Reservoir-road, Surry Hills, June 22, 1908, aged 47 years. Sweet home, we will never see you again.

JOSEPH.—In fond and loving memory of our dear husband and father, Alfred R. Dyer, who died at 82 years of age, by his loving wife and son, Bill, and wife.

DYER.—In fond and loving memory of my dear husband and father, Alfred R. Dyer, who died at 82 years of age, by his loving wife and son, Bill, and wife.

COONEY.—In fond and loving memory of my dear husband and father, Peter Conney, who died at his residence, Hurley Hills Hotel, Reservoir-road, Surry Hills, June 22, 1908.

JOSEPH.—In fond and loving memory of our dear husband and father, Peter Conney, Jr., who died at his residence, Hurley Hills Hotel, Reservoir-road, Surry Hills, June 22, 1908.

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MONETARY AND COMMERCIAL.

STOCKS AND SHARES.

A very fair amount of business was effected on "Change yesterday," & Burs. prices. Hawaian Steam Co., 1/2; United Insurance 2/4; Toohoo's Brewery 4/6; Silverton Trams 6/; and South Greta Coal 1/1; other sales being at late rates.

The following sales were reported:—Mining: Commercial Banking Company, £23/7/6; Goodlet and Smith, 17/2; Australian 2/4; Hawaian Steam Co., 1/2; Silverton Trams 6/; Patterson, and Co., 7/4; Tooth and Co., 4/2; Australian Mining, 10/10; Patterson, and Co., 1/2; United Insurance, 5/3/6; Tooth and Co., 4/2; Hawaian Steam, 19/6. Closing quotations were:—

THE SILVER MARKET.

The latest quoted figures for silver in London is 19/- per ounce. This is within a small fraction equivalent to the average price of last year. In this connection the following table is not without interest:

STATE BUTTER SHIPMENTS.

Butter shipments from Sydney during the week ended June 19 totalled 616 boxes 252 going to the United Kingdom, 45 to Hong Kong, 41 to Japan, 26 to New Caledonia, 18½ to South Sea Islands, and 3½ to Hawaiian Islands. The exports since July 1, 1908, make the following totals:—

WHEAT AND FLOUR IMPORTS.

The imports of wheat into Sydney during the week ended June 19 totalled 365 boxes 252 going to the United Kingdom, 45 to Hong Kong, 41 to Japan, 26 to New Caledonia, 18½ to South Sea Islands, and 3½ to Hawaiian Islands. The exports since July 1, 1908, make the following totals:—

INTERSTATE MARKETS.

Some units of farmers' lots of wheat have taken place at 4/11; but not much has been done on the market since the 10th. The nominal quotation may be given as 4/10. Flour was unquoted at from 10/- to 12/-.

The Minister for Customs says that he has been going carefully into the whole question of tariff anomalies. Further than that he will say nothing.

Doubtless his colleague, Sir John Quick, will be in a position to point him out a few things.

If he is unable or unwilling to do so, Sydney merchants could oblige.

The report of the Commercial Union Assurance Company, Ltd., states that the net fire premium income last year was £2,160,000, and that the gross premium for the losses amounted to £1,470,931, or 62½ per cent. of the premium income. The profit of the department for the year was £249,000.

THE movement in England for the registration of public accountants is receiving cordial support from the financial press.

It is to be hoped that after the Federal body of accountants obtain a charter some day, Australia will follow suit, to obtain similar legislative protection.

Official documents have been published which show that the Standard Oil Trust has an actual paid-up capital, less water, equivalent to £23,000,000, and that it has distributed £20,000,000 in dividends in 27 years.

This company having just escaped paying a fine of £3,000,000, is once more in the headlines, and it is to be hoped that the vigilance and contrivance of the Sherman Anti-Trust Law.

The British Government is considering a scheme of State insurance, the lines as laid down by the Chancellor of the Exchequer, Mr. Lloyd George, are successful which did not include an element of compulsion. (2) That there must be some contribution from the immediate users, considerably less than a State contribution substantial enough to help those whose means were limited; and (4) that no scheme was tolerable which would leave the least damage to friendly societies.

The Government also announces the fact that it is considering a scheme of insurance against unemployment, which, while including trade unionists, would extend its advantage to the larger circle of unskilled labourers.

The chairman of the New South Wales Mining and Amalgamation Company, Limited, recently told shareholders that it was the policy of the company to see that a fair proportion of the money of the miners went into the production of the water supply, by means of bore and the construction of dams.

This company, of which Colonel Burn is the resident chairman, realised a net profit of \$22,000 last year, and paid a 5 per cent. dividend, amounting to \$2,000.

The Canadian Government is endeavouring to float a loan of £10,000,000, which is partly to be used for purposes of payment for the construction of the national transcontinental railway.

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SPORTING.

THE TURF.

The suspended inquiry into the running of Crown Derby in the Narrabeen Handicap at Warwick Farm on Saturday was held yesterday by the A.J.C. stipendiary stewards, who after due investigation came to the conclusion that, though the race was run in a way the filly was handled, she appears to be a very slow beginner, and they gave the benefit of the doubt in favour of those concerned.

The hurdle racer Arizona has joined L. Want's string at Rosehill, by Maitster from Princess Enza, has been put into work by J. Scott at Rosehill.

A. Aymer (imp.) was yesterday struck out of the V.C.C. Epsom Handicap and the Metropolitan.

Lismore Hospital Benefit (June 30), U.S. Trotting Club (July 14), and Coraki Jockey Club (July 17) race meetings have been granted registration by the A.J.C.

The scratchings recorded yesterday in connection with the Moorefield and Superbus out of the Hurdle Race, Clair out of the Two-year-old Handicap, Moll Doyle out of the Maiden Handicap, Mrs. Eddie out of the Moorefield Handicap and Microscope out of the Hersey Handicap.

Scratches for the V.R.C. Grand National, Hurdle Race, and Steeplechase fall due at 4 p.m. to-day.

The half-dozen events on the card for the British Winter Meeting attracted the satis-faction of 150 or more spectators, while the Hurdle Race was responsible for 14,000/-.

Competitors in the first 100 yards of the links for practice in the morning before the programme events.

The regular meeting of the board of management of the Associated Racing Clubs took place yesterday, and trophies were granted to E. Drake and R. Evans, and Mrs. Wright's license to W. Grogan, "a trainer."

Drake was granted to R. Ballie, F. G. Marshall had a loan of 100/-, and the decision of the A.R.C. stewards in dis-

qualifying himself, b. Mabel D. and Jockey Club for a term of 12 months for alleged sanguineous.

Several racehorses were offered for sale yesterday, and the following prices were granted to E. Drake and R. Evans, and Mrs. Wright's license to W. Grogan, "a trainer."

Monday, July 3, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

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Tuesday, July 4, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Wednesday, July 5, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Thursday, July 6, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Friday, July 7, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Saturday, July 8, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Sunday, July 9, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Monday, July 10, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Tuesday, July 11, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Wednesday, July 12, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Thursday, July 13, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Friday, July 14, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Saturday, July 15, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Sunday, July 16, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Monday, July 17, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Tuesday, July 18, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Wednesday, July 19, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Thursday, July 20, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Friday, July 21, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Saturday, July 22, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Sunday, July 23, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Monday, July 24, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Tuesday, July 25, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Wednesday, July 26, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Thursday, July 27, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Friday, July 28, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Saturday, July 29, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Sunday, July 30, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

Monday, July 31, State Championships: Qualifying round, 10 a.m.; first race, 12 noon; first eight to qualify, handicap and play off in match, play of 16 horses. First prize, championship trophy.

TUESDAY, JULY 1, 1909.

GRAND NATIONAL SCRATCHINGS.

The following scratchings were recorded in connection with the V.C.C. Grand National:

1. Hurdle Race, Leichashore, Waxine, Banbury, Yarrabah, Craigie, The Prib, Brerby, Mau, and Golden Cairn.

2. TASMANIAN RACING CLUB.

SECOND WORLD MEETING.

SIR DAGOBERT WINS STEEPELCHASE.

The two-pointed racing of the Tasmanian Derby had brought out the best in the course territory, but there was a moderate start.

Hurdle Race, 2000 m., Mr. J. Brooks' Patches, The Cavalier, 2000 m., Mr. C. H. Smith's Gold, Hoddle, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212nd, 213rd, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312nd, 313rd, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412nd, 413rd, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512nd, 513rd, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612nd, 613rd, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 64

LECTURES.

UNIVERSITY EXHIBITION LECTURES.

NORMAN TOWN HALL, TO-NIGHT, 8 o'clock.

Professor W. M. MACCALLUM, M.A., will deliver his Second Lecture on

WALTER RAVAGE LANDON.

Admission, 1/-, children, 6d. Chilling

ROYAL SOCIETY OF N. S. WALES,

POPULAR SCIENCE LECTURES.

The Prof. Lectures of the Session, entitled

"ANTARCTIC NOTES," by PROFESSOR T. W. J. DAVID, F.R.S., etc. (Illustrated by Lauren Sindell), will be delivered at the Royal Society of N. S. Wales, on Friday evening, June 25, at 8 o'clock.

For THE IVANHOE GOLD CORPORATION, LIMITED.

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Chancery, Australia.

Registrar, Colonial Register,

Kalgoorlie, 16th June, 1909.

A PUBLIC LECTURE, illustrated by Lantern View, at King's Hall, Pitt-street, at 8 p.m., TUES-

DAY, June 22, 1909.

PROFESSOR HICKERTON.

Subject: "The Romance of the Universe."

Admission, 1/-.

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